



Official and Classified ADVERTISEMENTS

Continued from Page 15

ENGINES WANTED

WANTED
GARDNER/KELVIN
& ALL BRITISH
MAKES OF
MARINE DIESEL
ENGINES

Required with or without
stem gear.

Interested in offers of all
other makes and types.
Top cash prices paid.
Immediate collection and
payment.

R. E. Trem & Co. Ltd.
Bawtry Road, Fillingley,
Near Doncaster, Yorkshire
Tel: Doncaster 770203
Telex: 547238

WANTED marine engines,
particularly Listers and Pectors 10-40hp,
air or water cooled, cash paid, we
collect. Severn City Boats, Blackpole
Wharf, Worcester, telephone: 0905
64474.

WANTED good Kelvin K4 engine,
preferably, but not essential,
with propeller and shaft. John S. Allen &
Son Ltd, Grosvenor House, 18-20 The
Ridgeway, London SW19 4QN.
Telephone: 01 946 7648 — 01 946
4141.

WANTED good eight to twelve
horse power engine and gearbox.
Telephone: Dalton in Furness, Cum-
bria G2449 Peter after 5pm.

WANTED Gardner, Kelvin, other
engines, marine or land. Immediate
cash payments. Tel: 54 High Street,
Frasburgh, tel: 2250.

MARINE SURVEYS

SEA SURVEYS, 25 North Road,
Bristol BS6 6AD. Prompt professional
surveys and valuations. Stability
books made up to D.T.I. approval ac-
cording to new regulations. All types,
anywhere. Bristol 45522 (24 hours).

SERVICES

EAST COAST DIVERS St. An-
drews. Telephone: 3720 — for all un-
der water work.

Doris Sudra C.Eng. F.R.I.N.A.
1 Sunset Gardens,
Porthleven, Cornwall
Specialist designer of fishing
vessels.
Surveys and valuations of all
types.
Stability calculations.
HELSTON 4080

SPECIAL NOTICE

BROWN AND ROOT BARGE 318 HAS
COMMENCED OPERATIONS.

HER POSITION AT 2300 HRS. ON 14th
APRIL AS FOLLOWS:

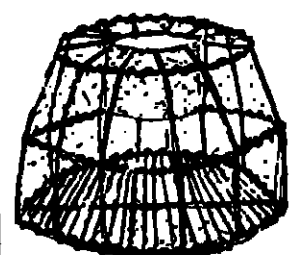
60 DEGREES 45ft. 11in. N
00 DEGREES 19ft. 24in. W

BARGE WILL HAVE ANCHORS WITH
BUOYS SET AT 5,000FT. AROUND THE
BARGE. ALL VESSELS REQUESTED TO
GIVE MAXIMUM CLEARANCE

FOR SALE

SOUTHERN SHELLFISH

Dea Way,
West Quay Road,
Poole
Telephone: 71015



PLASTIC-COATED metal-
framed lobster/crab pot. Very
strong. Several types or made
to your design at competitive
prices. Also pot bottoms,
grapelets, rubber strip, etc.
Write or phone for catalogue.

— NEW STOCK —

POLYPROPYLENE FILM ROPE

120 fms. (approx.) Coils
6mm dia. @ £4.30 each
7mm dia. @ £6.00 each
8mm dia. @ £7.50 each
10mm dia. @ £10.75 each
12mm dia. @ £14.50 each
Carriage paid UK Mainland only
If for Ireland or Off-shore Islands
add 20p per coil.
Prices include 8% VAT. Cash
with order.

LONGFORD ROPES

P.O. BOX 16
GLOUCESTER.

SLICK THREAT TO FISH STOCKS

THE blow-out of oil and
gas at Bravo platform, in
the Norwegian Ekofisk
field, could cause con-
tamination which would
ruin North Sea fishing
grounds.

The vital white fish and
herring spawning grounds off
the north-east coast of Brit-
tain, and off the Dutch and
Scandinavian coasts, depend
on the microscopic marine
life which is part of the food
chain.

Detergents

If this chain is disrupted by
concentrations of oil or
detergents used to break up
the huge oil slicks caused by
the blow-out, the population of
the North Sea grounds would
be greatly reduced.

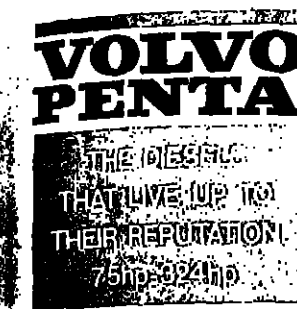
The Danish Government
has already urged Phillips
Petroleum and Norwegian
operation and the British
Government not to use
chemical dispersants because
of the danger to fish stocks.
Meanwhile, as ships tried
to contain and scoop up the
floating oil this week,
attempts by the American
team to plug the blow-out
continued.

Flu ship air-lift

A CREWMAN on the
Grimsby trawler *Lord Jellicoe*
was air-lifted to
Aberdeen City Hospital
Friday with severe
pneumonia.

George Nicholson,
cook, was taken off a
vessel headed for Grimsby
after a flu-type virus was
found in the death of another
member, also from severe
pneumonia, on a Wharfedale
trip.

Medical authorities
Kirkcaldy, Scotland, de-
clared the crew fit for
allowing her to leave, but
Nicholson became ill on
journey home and was
air-lifted to Aberdeen City
Hospital on Friday.



SCOTS TO MARCH ON BRUSSELS

AS THE EEC Council of
Ministers meets in
Brussels on May 16 it
will face a massive
protest from Scottish
fishermen to back their
claims for a 50-mile ex-
clusive limit. The
protest was being
organised by the Scot-
tish Fishermen's
Federation as a com-
plementary action to
the moves being made
on Humber side to send
trawlers to London.
Now plans for the
trawler demonstration
have been cancelled.

Chartered aircraft are to
be used to take the fishermen
to Brussels and it is expected
that the protest group will
represent all the Scottish
regions. It is hoped that MPs
of all parties will join the trip.

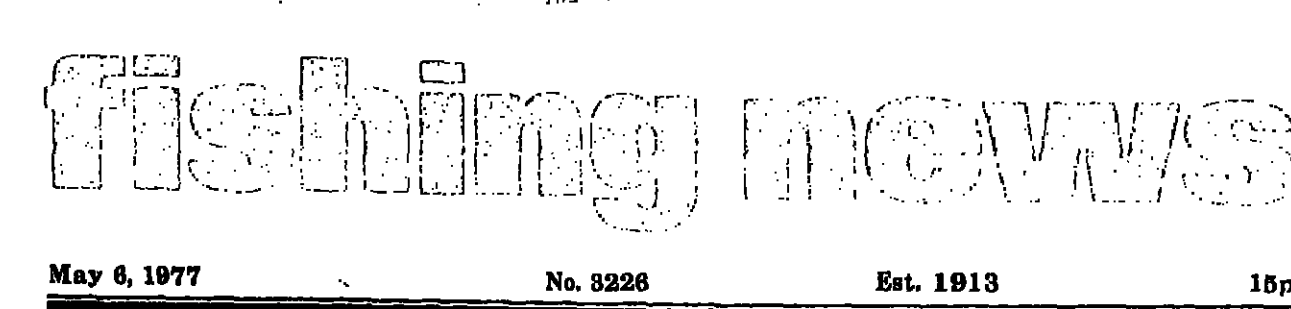
This is the beginning
of the crunch for British
fishing," David Aitchison,
chief executive of the SFF,
told *Fishing News*. "The
decisions now being taken
will set the pattern for the
future," he added.

The practical problems in-
volved in getting Scottish
boats to sail all the way to
London, as proposed by the
British Fishing Federation,
have resulted in the decision
to fly direct to Brussels.

Without the backing of the
Scots, the move to get
trawlers to sail up the
Thames had lost a lot of its
impetus.

The Transport and General
Workers' Union had come out
firmly against sending an ar-
mada to Westminster. The
union is annoyed that it was
not consulted by the BFF and
other fishing organisations.

A union spokesman told



May 6, 1977

No. 3226

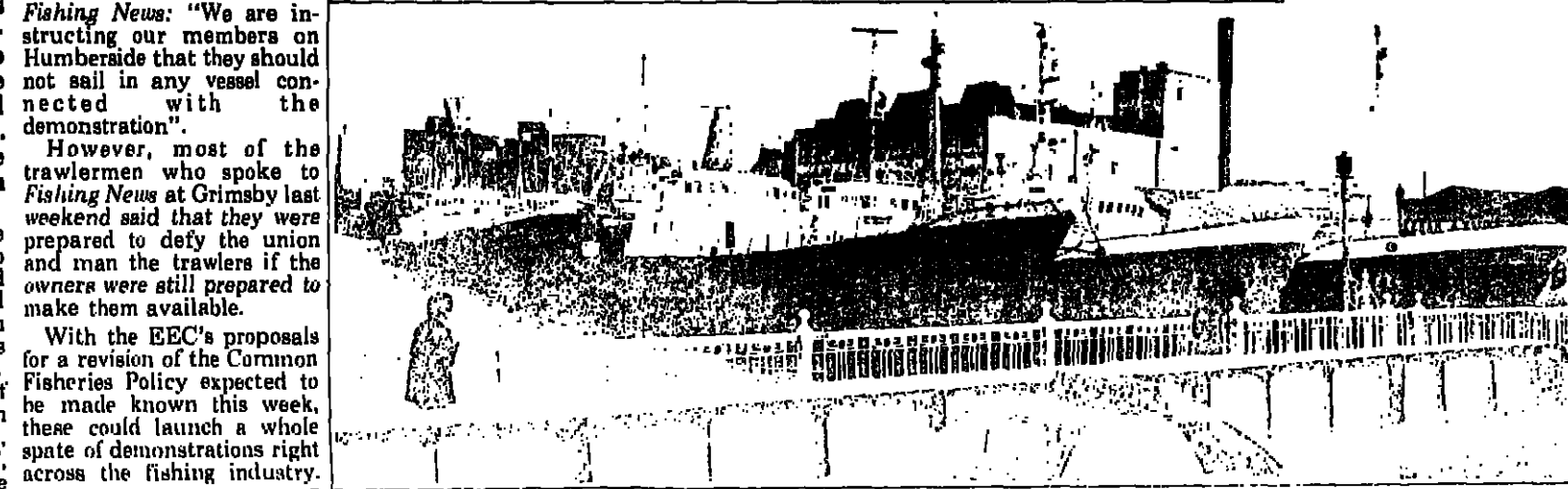
Est. 1913

15p



**Come
one,
come
all...**

WHEN the Irish Fisheries
protection ship *Deirdra*
arrested a Dutch steam trawler
last Friday for fishing inside the
country's protected zone,
another nine ships sailed in
with her to Cork. Now, their
skippers are challenging the
limit. See page two.



Imported: 2000 tons of cod

A MONTH-LONG strike by dockers at Grimsby
and Immingham commercial docks has held up
over 2,000 tons of desperately needed cod fillets
from Norwegian factory trawlers on charter to
merchants and frozen food producers.

Last week the dockers
resumed normal work by dis-
charging four vessels which
had spent up to three weeks
waiting to bring their fish
across. Importers hit back at
critics who believe non-EEC
imports should be abolished as
they threaten the livelihoods
of local distant water
fishermen.

"I have never heard such
utter rubbish. It is the
politicians who are suf-
focating the fishing industry
at Grimsby," a spokesman
for a major importing concern
told *Fishing News*.

Net test

from page eight

fathom twin bridle, it was 3.2
metres at two knots reduced
to 2.75 metres at three knots.

Adjustments to the
ground gear highlighted the
great gear which must be
taken in positioning the two
fishing lines as this could im-
pair the ability of the toggles
to slide on the wire properly.
And although lengthening of
the lower bridle by 2 ft. 6 in.
gave marginally more height
to the headline, the square
became badly distorted
where it joined the top wings,
while lengthening the lower
bridle put strain on the
headline and reduced the
height.

Later, skippers put forward
a variety of suggestions for
improvements including
varying the bridle lengths,
working six and four fathoms
of chain, abandoning the bi-

"You have only to look at
the way landings at Hull and
Grimsby have shrunk over
the past year — and there is
worse to come believe me —
to realise importing fish is
now the only way we can offer
a competitively priced
product; keep our fish
processing factories fully
operational; and safeguard
employment; and above all
keep major fishing centres
like Grimsby viable.

Collapse

"Without these fish
supplies the FMA fish dis-
tribution scheme would not
last for very long on the wet
fish landings at their present
levels.

devised, including the effects
of changing towing speeds,
length variations on the top
lower bridle, bobbin gear
adjustments, a triple bridle
rig and rubbers flying, staged
bridle adjustments and the
effects of uneven warp
lengths.

At a towing speed of three
knots the trawl was most im-
pressive and, rigged with twin
8 fathom bridle with a 5 ft.
backstop, there was a wing
end spread of 11.2 metres,
a door spread of 21.6 metres,
warp loads of 1.25 tons and a
headline height of 2.9 metres.
At four knots the doors
just lifted clear of the 'sea
bed' and headline height fell
to 2.5 metres. Again the
skippers came up with more
requests for alterations,
mainly to the bridle rig which
was fully demonstrated on
the one-third scale model.

The tank trials were wound
up with a review of the day's
work which had also included
the demonstration of a
pelagic model trawl by the
hard-pressed tank operators.

If this collapsed,
merchants and trawler
owners would have to scale
their operations down to
almost nothing. It would be
the end for Grimsby.

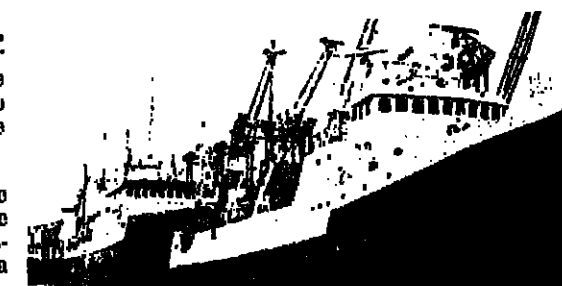
Asked about the size of the
imports, he replied that the
dockers' strike had condensed
four big landings into a
short space of time.

"You must remember they
are factory trawlers and re-
main at sea for about three
months until they are full up.
They do not come to Grimsby
more than three or four times
in a year," he said. "This fish
could quite easily have been
sold on the continent, but
they have stuck by their
agreements even though they

Peter McKillop, head of
Cosalt's inshore net depart-
ment, was another busy man,
constantly explaining points
about the Cosalt nets, and
Cosalt's director, Andrew
Swan, thanked the visitors for
their interest.

Among those on the visit
were: Fred Harrison, Don
Pearce and John Gardner (A.
E. Richardson & Co. Ltd.
management); Vic Bruce
(Caley Fisheries Ltd.,
Peterhead management); and
skippers Arthur Buchan
(*Ugievale II*), Walter Milne
(*Faithful II*), Derek Brown
(*Burton Agnes*), 'Pete'
Pulley (Golden Venture),
Phil Scott (Jean Scott), Peter
Thinnessen (Tina), Borge Ne-
rup (Leanda), and Francois
Winteln (Glenda).

The day's success was
summed up by one skipper
who said to *Fishing News*:
"It's a shame most of the lads
are at sea. They must count
themselves very unlucky to
have missed seeing the tests
— it's been a most worthwhile
day."



Above: Norwegian
trawler *Peder Huse* (last)
below: Captain
delivered of the
Norwegian factory
trawler *Volstad Viking*,
one of last fishing time.

have lost valuable fishing
time through the strike."

First vessel to clear her
500-ton catch was the 767-ton
Peder Huse (M-97-SO), now
on charter to the newly-
formed Grimsby Importers,
North Fish Sales Ltd.

Captain and owner,
Torodd Huse, told *Fishing
News* that the strike ("Why
don't you make them illegal
like we do in Norway, then
everybody works hard and
properly") would keep him
out of fishing for at least a
month.

He has waited three weeks
in Norway and now had to go
back for repairs to the
refrigeration plant, meaning
more lost time.

Peder Huse was unloaded
just ahead of *Labrador* (M-3-
6). Her captain, Kjell Ervik,
landed about 510 tons —
mostly of inter-leaved cod
fillets packed four x 10 lb.,
plus 182 tons of meal to
Chadur Ltd.

PAIR'S BEST

ON THE day that the
John R. agency at
Grimsby celebrated its
21st year in business its
top pair team set a new
record. Frances Bojen
and Margaret Bojen made
£1,740 on Tuesday. They
led 1,377 kits.

Herring ban stays

THE EEC fails to
make progress on the
regulation of herring
fishing. Britain
reserves the right to
take national action.

This was stated by Bruce
Mills, Secretary of State for
Scotland, in the House of
Commons after failure to
agree a diversion of fishing
from the North Sea to the
west coast, said Mr. Millar.
The North Sea herring
ban has now been ex-
tended for one month.
"We have made some

EEC CHIEF AT HULL

EEC Commissioner Flan
Gundelach is due to
appear in Hull today (Fri-
day) where he is to ad-
dress a conference on the
future of the European
Fishing Industry organ-
ised by Hull City Council.

This will be the first oppor-
tunity for many British
fishermen to confront Mr.
Gundelach with their
problems and they are being
joined by other fishermen
from Europe.

Negotiations to get Mr.
Gundelach to appear have
been termed as 'delicate' and
there was scepticism in the
industry this week as to
whether he would actually
turn up.

With EEC fishing
negotiations at a crucial

New blue strength from COSALT

Blue Alloy square head trawling shackles

This new range of high strength
Bow and 'D' type shackles incorporate screw
pins made from heat treated chrome moly alloy
steel.

The shackles range from 1" to 14"
(12.5mm to 32mm dia.) with pin sizes one size
heavier. The inside length of the Bow is avail-
able from 51mm to 115mm whilst the inside
length of the 'D' is from 43mm to 94mm. Safe
working loads vary from 2 tons to 12 tons and
the proofload is twice the safe working load. In
all cases the minimum breaking strength is six
times the safe working load.

Pin Body (D)	Pin Dia (A)	Pin Length (C)	Shackle Body Length (A)	Shackle Body Width (B)	Shackle Body Weight per 100 lbs (A)	Shackle Body Weight per 100 lbs (B)
1/2	1/2	2 1/2	4 1/2	1 1/2	3 1/2	3 1/2
5/8	5/8	3 1/2	5 1/2	2 1/2	4 1/2	4 1/2
3/4	3/4	4 1/2	6 1/2	3 1/2	5 1/2	5 1/2
7/8	7/8	5 1/2	7 1/2	4 1/2	6 1/2	6 1/2
1	1	6 1/2	8 1/2	5 1/2	7 1/2	7 1/2
1 1/8	1 1/8	7 1/2	9 1/2	6 1/2	8 1/2	8 1/2
1 1/4	1 1/4	8 1/2	10 1/2	7 1/2	9 1/2	9 1/2
1 3/8	1 3/8	9 1/2	11 1/2	8 1/2	10 1/2	10 1/2
1 1/2	1 1/2	10 1/2	12 1/2	9 1/2	11 1/2	11 1/2
1 5/8	1 5/8	11 1/2	13 1/2	10 1/2	12 1/2	12 1/2
1 3/4	1 3/4	12 1/2	14 1/2	11 1/2	13 1/2	13 1/2
1 7/8	1 7/8	13 1/2	15 1/2	12 1/2	14 1/2	14 1/2
2	2	14 1/2	16 1/2	13 1/2	15 1/2	15 1/2
2 1/8	2 1/8	15 1/2	17 1/2	14 1/2	16 1/2	16 1/2
2 1/4	2 1/4	16 1/2	18 1/2	15 1/2	17 1/2	17 1/2
2 3/8	2 3/8	17 1/2	19 1/2	16 1/2	18 1/2	18 1/2
2 1/2	2 1/2	18 1/2	20 1/2	17 1/2	19 1/2	19 1/2
2 5/8	2 5/8	19 1/2	21 1/2	18 1/2	20 1/2	20 1/2
2 3/4	2 3/4	20 1/2	22 1/2	19 1/2	21 1/2	21 1/2
2 7/8	2 7/8	21 1/2	23 1/2	20 1/2	22 1/2	22 1/2
3	3	22 1/2	24 1/2	21 1/2	23 1/2	23 1/2
3 1/8	3 1/8	23 1/2	25 1/2	22 1/2	24 1/2	24 1/2
3 1/4	3 1/4	24 1/2	26 1/2	23 1/2	25 1/2	25 1/2
3 3/8	3 3/8	25 1/2	27 1/2	24 1/2	26 1/2	26 1/2
3 1/2	3 1/2	26 1/2	28 1/2	25 1/2	27 1/2	27 1/2
3 5/8	3 5/8	27 1/2	29 1/2	26 1/2	28 1/2	28 1/2
3 3/4	3 3/4	28 1/2	30 1/2	27 1/2	29 1/2	29 1/2
3 7/8	3 7/8	29 1/2	31 1/2	28 1/2	30 1/2	30 1/2
4	4	30 1/2	32 1/2	29 1/2	31 1/2	31 1/2
4 1/8	4 1/8	31 1/2	33 1/2	30 1/2	32 1/2	32 1/2
4 1/4	4 1/4	32 1/2	34 1/2	31 1/2	33 1/2	33 1/2
4 3/8	4 3/8	33 1/2	35 1/2	32 1/2	34 1/2	34 1/2
4 1/2	4 1/2	34 1/2	36 1/2	33 1/2	35 1/2	35 1/2
4 5/8	4 5/8	35 1/2	37 1/2	34 1/2	36 1/2	36 1/2
4 3/4	4 3/4	36 1/2	38 1/2	35 1/2	37 1/2	37 1/2
4 7/8	4 7/8	37 1/2	39 1/2	36 1/2	38 1/2	38 1/2
5	5	38 1/2	40 1/2	37 1/2	39 1/2	39 1/2
5 1/8	5 1/8	39 1/2	41 1/2	38 1/2	40 1/2	40 1/2
5 1/4	5 1/4	40 1/2	42 1/2	39 1/2	41 1/2	41 1/2
5 3/8	5 3/8	41 1/2	43 1/2	40 1/2	42 1/2	42 1/2
5 1/2	5 1/2	42 1/2	44 1/2	41 1/2	43 1/2	43 1/2
5 5/8	5 5/8	43 1/2	45 1/2	42 1/2	44 1/2	44 1/2
5 3/4	5 3/4	44 1/2	46 1/2	43 1/2	45 1/2	45 1/2
5 7/8	5 7/8	45 1/2	47 1/2	44 1/2	46 1/2	46 1/2
6	6	46 1/2	48 1/2	45 1/2	47 1/2	47 1/2
6 1/8	6 1/8	47 1/2	49 1/2	46 1/2	48 1/2	48 1/2
6 1/4	6 1/4	48 1/2	50 1/2	47 1/2	49 1/2	49 1/2
6 3/8	6 3/8	49 1/2	51 1/2	48 1/2	50 1/2	50 1/2
6 1/2	6 1/2	50 1/2	52 1/2	49 1/2	51 1/2	51 1/2
6 5/8	6 5/8	51 1/2	53 1/2	50 1/2	52 1/2	52 1/2
6 3/4	6 3/4	52 1/2	54 1/2	51 1/2	53 1/2	53 1/2
6 7/8	6 7/8	53 1/2	55 1/2	52 1/2	54 1/2	54 1/2
7	7	54 1/2	56 1/2	53 1/2	55 1/2	55 1/2
7 1/8	7 1/8	55 1/2	57 1/2	54 1/2	56 1/2	56 1/2
7 1/4	7 1/4	56 1/2	58 1/2	55 1/2	57 1/2	57 1/2
7 3/8	7 3/8	57 1/2	59 1/2	56 1/2	58 1/2	58 1/2
7 1/2	7 1/2	58 1/2	60 1/2	57 1/2	59 1/2	59 1/2
7 5/8	7 5/8	59 1/2	61 1/2	58 1/2	60 1/2	60 1/2
7 3/4	7 3/4	60 1/2	62 1/2	59 1/2	61 1/2	61 1/2
7 7/8	7 7/8	61 1/2	63 1/2	60 1/2	62 1/2	62 1/2
8	8	62 1/2	64 1/2	61 1/2	63 1/2	63 1/2
8 1/8	8 1/8	63 1/2	65 1/2	62 1/2	64 1/2	64 1/2
8 1/4	8 1/4	64 1/2	66 1/2	63 1/2	65 1/2	65 1/2
8 3/8	8 3/8	65 1/2	67 1/2	64 1/2	66 1/2	66 1/2
8 1/2	8 1/2	66 1/2	68 1/2	65 1/2	67 1/2	67 1/2
8 5/8	8 5/8	67 1/2	69 1/2	66 1/2	68 1/2	68 1/2
8 3/4	8 3/4	68 1/2	70 1/2	67 1/2	69 1/2	69 1/2
8 7/8	8 7/8	69 1/2	71 1/2	68 1/2	70 1/2	70 1/2
9	9	70 1/2	72 1/2	69 1/2	71 1/2	71 1/2
9 1/8	9 1/8	71 1/2	73 1/2	70 1/2	72 1/2	72 1/2
9 1/4	9 1/4	72 1/2	74 1/2	71 1/2	73 1/2	73 1/2
9 3/8	9 3/8	73 1/2	75 1/2	72 1/2	74 1/2	74 1/2
9 1/2	9 1/2	74 1/2	76 1/2	73 1/2	75 1/2	75 1/2
9 5/8	9 5/8	75 1/2	77 1/2	74 1/2	76 1/2	76 1/2
9 3/4	9 3/4	76 1/2	78 1/2	75 1/2	77 1/2	77 1/2
9 7/8	9 7/8	77 1/2	79 1/2	76 1/2	78 1/2	78 1/2
10	10	78 1/2	80 1/2	77 1/2	79 1/2	79 1/2
10 1/8	10 1/8	79 1/2	81 1/2	78 1/2	80 1/2	80 1/2
10 1/4	10 1/4	80 1/2	82 1/2	79 1/2	81 1/2	81 1/2
10 3/8	10 3/8	81 1/2	83 1/2	80 1/2	82 1/2	82 1/2
10 1/2	10 1/2	82 1/2	84 1/2	81 1/2	83 1/2	83 1/2
10 5/8	10 5/8	83 1/2	85 1/2	82 1/2	84 1/2	84 1/2
10 3/4	10 3/4	84 1/2	86 1/2	83 1/2	85 1/2	85 1/2
10 7/8	10 7/8	85 1/2	87 1/2	84 1/2	86 1/2	86 1/2
11	11	86 1/2	88 1/2	85 1/2	87 1/2	87 1/2
11 1/8	11 1/8	87 1/2	89 1/2	86 1/2	88 1/2	88 1/2
11 1/4	11 1/4	88 1/2	90 1/2	87 1/2	89 1/2	89 1/2
11 3/8	11 3/8	89 1/2	91 1/2	88 1/2	90 1/2	90 1/2
11 1/2	11 1/2	90 1/2	92 1/2	89 1/2	91 1/2	91 1/2
11 5/8	11 5/8	91 1/2	93 1/2	90 1/2	92 1/2	92 1/2
11 3/4	11 3/4	92 1/2	94 1/2	91 1/2	93 1/2	93 1/2
11 7/8	11 7/8	93 1/2	95 1/2	92 1/2	94 1/2	94 1/2
12	12	94 1/2	96 1/2	93 1/2	95 1/2	95 1/2
12 1/8	12 1/8	95 1/2	97 1/2	94 1/2	96 1/2	96 1/2
12 1/4	12 1/4	96 1/2	98 1/2	95 1/2	97 1/2	97 1/2
12 3/8	12 3/8	97 1/2	99 1/2	96 1/2	98 1/2	98 1/2
12 1/2	12 1/2	98 1/2	100 1/2	97 1/2	99 1/2	99 1/2
12 5/8	12 5/8	99 1/2	101 1/2	98 1/2	100 1/2	100 1/2
12 3/4	12 3/4	100 1/2	102 1/2	99 1/2	101 1/2	101 1/2
12 7/8	12 7/8	101 1/2	103 1/2	100 1/2	102 1/2	102 1/2
13	13	102 1/2	104 1/2	101 1/2	103 1/2	103 1/2
13 1/8	13 1/8	103 1/2	105 1/2	102 1/2	104 1/2	104 1/2
13 1/4	13 1/4	104 1/2	106 1/2	103 1/2	105 1/2	105 1/2
13 3/8	13 3/8	105 1/2	107 1/2	104 1/2	106 1/2	106 1/2
13 1/2	13 1/2	106 1/2	108 1/2	105 1/2	107 1/2	107 1/2
13 5/8	13 5/8	107 1/2	109 1/2	106 1/2	108 1/2	108 1/2
13 3/4	13 3/4	108 1/2	110 1/2	107 1/2	109 1/2	109 1/2
13 7/8	13 7/8	109 1/2	111 1/2	108 1/2	110 1/2	110 1/2
14	14	110 1/2	112 1/2	109 1/2	111 1/2	111 1/2
14 1/8	14 1/8	111 1/2	113 1/2	110 1/2	112 1/2	112 1/2
14 1/4	14 1/4	112 1/2	114 1/2	111 1/2	113 1/2	113 1/2
14 3/8	14 3/8	113 1/2	115 1/2	112 1/2	114 1/2	114 1/2
14 1/2	14 1/2	114 1/2	116 1/2	113 1/2	115 1/2	115 1/2
14 5/8	14 5/8	115 1/2	117 1/2	114 1/2	116 1/2	116 1/2
14 3/4	14 3/4	116 1/2	118 1/2	115 1/2	117 1/2	117 1/2
14 7/8	14 7/8	117 1/2	119 1/2	116 1/2	118 1/2	118 1/2
15	15	118 1/2	120 1/2	117 1/2	119 1/2	119 1/2
15 1/8	15 1/8	119 1/2	121 1/2	118 1/2	120 1/2	120 1/2
15 1/4	15 1/4	120 1/2	122 1/2	119 1/2	121 1/2	121 1/2
15 3/8	15 3/8	121 1/2	123 1/2	120 1/2	122 1/2	122 1/2
15 1/2	15 1/2	122 1/2	124 1/2	121 1/2	123 1/2	123 1/2
15 5/8	15 5/8	123 1/2	125 1/2	122 1/2	124 1/2	124 1/2
15 3/4	15 3/4	124 1/2	126 1/2	123 1/2	125 1/2	125 1/2
15 7/8	15 7/8	125 1/2	127 1/2	124 1/2	126 1/2	126 1/2
16	16	126 1/2	128 1/2	125 1/2	127 1/2	127 1/2
16 1/8	16 1/8	127 1/2	129 1/2	126 1/2	128 1/2	128 1/2
16 1/4	16 1/4	128 1/2	130 1/2	127 1/2	129 1/2	129 1/2
16 3/8	16 3/8	129 1/2	131 1/2	128 1/2	130 1/2	130 1/2
16 1/2	16 1/2	130 1/2	132 1/2	129 1/2	131 1/2	131 1/2
16 5/8	16 5/8	131 1/2	133 1/2	130 1/2	132 1/2	132 1/2
16 3/4	16 3/4	132 1/2	134 1/2	131 1/2	133 1/2	133 1/2
16 7/8	16 7/8	133 1/2	135 1/2	132 1/2	134 1/2	134 1/2
17	17	134 1/2	136 1/2	133 1/2	135 1/2	135 1/2
17 1/8	17 1/8	135 1/2	137 1/2	134 1/2	136 1/2	136 1/2
17 1/4	17 1/4	136 1/2	138 1/2	135 1/2	137 1/2	137 1/2
17 3/8	17 3/8	137 1/2	139 1/2	136 1/2	138 1/2	138 1/2
17 1/2	17 1/2	138 1/2	140 1/2	137 1/2	139 1/2	139 1/2
17 5/8	17 5/8	139 1/2	141 1/2	138 1/2	140 1/2	140 1/2
17 3/4	17 3/4	140 1/2	142 1/2	139 1/2	141 1/2	141 1/2
17 7/8	17 7/8	141 1/2	143 1/2	140 1/2	142 1/2	142 1/2
18	18	142 1/2	144 1/2	141 1/2	143 1/2	143 1/2
18 1/8	18 1/8	143 1/2	145 1/2	142 1/2	144 1/2	144 1/2
18 1/4	18 1/4	144 1/2	146 1/2	143 1/2	145 1/2	145 1/2
18 3/8	18 3/8	145 1/2	147 1/2	144 1/2	146 1/2	146 1/2
18 1/2	18 1/2	146 1/2	148 1/2	145 1/2	147 1/2	147 1/2
18 5/8	18 5/8	147 1/2	149 1/2	146 1/2	148 1/2	148 1/2
18 3/4	18 3/4	148 1/2	150 1/2	147 1/2	149 1/2	149 1/2
18 7/8	18 7/8	149 1/2	151 1/2	148 1/2	150 1/2	150 1/2
19	19	150 1/2	152 1/2	149 1/2	151 1/2	151 1/2
19 1/8	19 1/8	151 1/2	153 1/2	150 1/2	152 1/2	152 1/2
19 1/4	19 1/4	152 1/2	154 1/2	151 1/2	153 1/2	153 1/2
19 3/8	19 3/8	153 1/2	155 1/2			

Purser owners fined

THE FOUR joint owners of a Scottish purser caught fishing in Cornwall's three-mile limit last November were each fined £50 by Penwith magistrates on Monday.

Andrew Tait and his sons, Andrew, William and Robert, pleaded not guilty as owners of the vessel *Challenge* to using a purse seine net 2.6 miles off Carn Dhu.

The court heard that *Challenge's* skipper, Harry Reid, had already been fined £50 by magistrates at Helston after pleading guilty to fishing within the limits.

Defence solicitor Philip Stephen said that if Cornwall's Sea Fisheries Committee intended prosecuting owners of vessels which contravene by-laws there would be "fear and trepidation from John O'Groats to Lands End". This would be a bad thing for the fishing industry.

John Brabin, prosecuting for the Cornwall Sea Fisheries Committee, said that *Challenge* was seen fishing 2.6 miles off Carn Dhu by the chief fisheries officer, Broun-dan Tonkin.

When interviewed, Skipper Reid admitted to Mr. Tonkin that he knew nothing about a three-mile limit.

Andrew Tait Jr. told the court that all skippers knew about the three-mile limit and that Mr. Reid had been told as much as possible about fishing in Cornwall.

THE Soviet Union has agreed to pay America almost \$3m. to release a trawler seized for poaching last month. The skipper of a Russian trawler caught inside America's new 200-mile limit was fined £6,000 and given a nine-month suspended jail sentence this week.

Irish free Dutch fleet

TEN DUTCH trawlers arrested for fishing inside Ireland's 50-mile limit last Friday have been released after a £25,000 bond was lodged for each vessel. The case has now been referred to the European Court of Justice.

The District Justice at Cork, Bernard Carroll, decided that matters of European Law should be decided in Europe. He adjourned the case for two weeks while forming a submission to be sent to the European Court.

At the conclusion of the court hearing, the District Justice had said he could not release the Dutch skippers, or their vessels which were subjects of detention orders. But he would consider bail for the crews.

After a three-hour adjournment of the court, during which the matter was referred to the Irish Cabinet, instructions were passed back to the prosecution counsel not to object to the release of the trawlers.

Frank Doyle, secretary of the Irish Fishermen's Organisation, told *Fishing News* that he would not comment on the legal decisions. "But the release of the trawlers was a political solution and politically managed".

Mr Doyle was disappointed that the Government had not taken stronger action, but he was not surprised because they had a weak record when it came to fishing matters. "It is obvious," said Mr. Doyle, "that the government has no serious intention to enforce the limit".

The basis of the Dutch case was that Ireland had abrogated its rights over fishery limits to the Common Market. The Dutch claimed that this had been done when Ireland signed the articles of accession to the Common Market and accepted the principles in the Treaty of Rome.

That view was not accepted by the Irish Government.

The incident began last Friday evening when the Irish Naval vessel *Deirdre* spotted a group of Dutch trawlers 25-miles south of Kinsale, off the Cork coast. Closing on them at about 6 pm the boats were identified as stern trawlers and contacted by radio.

The skipper of *Deirdre*, Lt. Cmdr Michael Murphy, gave a number of chances to the Dutch to haul their gear and leave the limits, but they refused.

The hospital ship *De Hoop* appeared to be in command of the group and this was confirmed by the other Dutch skippers.

The skipper of *De Hoop* told the Navy that the Dutch intended to continue fishing and would not leave.

The Dutch vessel *Monika*, which earlier this year was involved in a collision with a French trawler 50-miles off Cork in which five French fishermen died, was then arrested.

The naval officer identified her and a number of other vessels as fishing at the time. A boarding party was put on

Monika and nine other Dutch vessels, all over 110ft. in length, were ordered to follow into Cork. *De Hoop* also came along, as did four smaller Dutch trawlers which were not under arrest.

In Cork the vessels berthed two and three abreast along the quayside. They arrived about 2 am on Saturday and at an early morning court, the Dutch skippers appeared and detention orders were served on their vessels.

Later in the day the skippers were charged with

of the penalties his court could impose.

"These penalties will increase in appropriate cases until the poaching ceases, as the legal maximum of £500 is reached, and I would point out that if a charge is taken, indictment there is no limit: the fine I can impose."

These penalties will increase in appropriate cases until the poaching ceases, as the legal maximum of £500 is reached, and I would point out that if a charge is taken, indictment there is no limit: the fine I can impose."

Donald MacLay, prosecuting, said that Spaniards could fish only for hake and horse mackerel in defined areas off the west coast of Scotland, and could not fish for any species in the Shetland area.

When arrested by HMS *Orkney* they had a catch of dogfish, haddock and cod. For the Spaniards, Mr. Matthews insisted that they had not known about the new British regulations even though two other Spanish skippers were fined £10,000 in that court 18 days earlier.

Sheriff MacDonald refused to accept this excuse and he warned skippers and owners

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

DUTCH BEAMERS 'MUST GO' Blockade threat at Fleetwood

FLEETWOOD Inshore Fishermen's Association threatened last week to blockade the port if there was any attempt to land Dutch beam trawlers.

David Rainford, the association's chairman, said: "Our ultimatum said that we would hound the Dutch beam fishermen out of the Irish Sea and stop landings by next week."

"As our blockade of a couple of years ago showed, the inshoremen when they are determined can close down a port. On this issue they are very determined."

He added: "It has been said that we should concentrate on pushing for a 50-mile exclusive limit instead of taking this militant line. But who wants 50 miles of marine desert?"

"We have to take action now to save our future stocks. Only if we move now will the 50-mile limit, which comes later, have any meaning."

Walter Clegg, Tory MP for North Fylde and the association's president, asked last week for a Government ban on beam trawling in British waters. He was told that investigations were being made into the problem but no ban was forthcoming yet.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

Mr. Rainford commented: "The Government's reply ran true to form. It was another example of dilly-dallying. They will come up with an answer in our favour no doubt some months ahead, and by then, it will be far too late."

Some people had said there was no scientific proof that beam trawling destroyed spawning grounds as the association claimed. "But neither have they come up with any proof that beam trawling does not wreck the grounds and, surely, the proof of the pudding lies in the eating."

"The drastic drop in landings from the Irish Sea grounds has coincided with the widespread appearance of foreign beamers in this fishing area."

Mrs. D. Newsham, manager of J. N. Ward and Son Ltd, which acts as agents for some of the Dutch vessels, said that the Dutch ships' contribution to dock expenses

and the part of their catches landed at Fleetwood proved a boon to the local trade.

"As a management company, we feel we are working for the good of Fleetwood with regard to throughput of trade which, in this case, benefits the fishing industry in these very depressed times."

"As trawler owners, we feel we would play our part in upholding the law," she said.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

and the part of their catches landed at Fleetwood proved a boon to the local trade.

"As a management company, we feel we are working for the good of Fleetwood with regard to throughput of trade which, in this case, benefits the fishing industry in these very depressed times."

"As trawler owners, we feel we would play our part in upholding the law," she said.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

be concentrating on a 50-mile exclusive limit for Britain, which Fleetwood needs to survive.

"We are not anxious to have a confrontation with the inshoremen, but we cannot accept their dictates."

"If the Government imposed a ban on beam trawling we would play our part in upholding the law," she said.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

NOTHING it seems is going right for Grimsby's distant water trawler owners. Last week more vessels ended up in the red after Greenland trips were saved from disaster only by curtailing them and fishing the Westories as they returned.

Last week it was the turn of British United Trawlers to 1977 — will almost certainly soak up heavy losses after lead to more trawlers being laid up unless there is very prompt action from Brussels.

The main hope now among the owners lies with trips for plaice to the White Sea. Looking for break-even figures around the £1,500 per day mark, the best effort of the Greenland/Westerlies trippers came from *Ross Hamillies* with £19,064 from 923 kits after 23 days. This was made up from a very large catch of coley and some 120 kits of dogs.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

of the penalties his court could impose.

</

Over - fishing -Soviet talks

Every time your engine breaks down, you not only lose another chance to fish, you lose a chance to make money.

And besides making life difficult for you, it poses a problem for every one else in the area.

On the other hand, you could rely on a Mercedes-Benz engine. You've got a choice of seven engines, from the OM 636 (36/42 HP)

to the OM 404 (370/430 HP). Each of these engines can be relied on to be economical on fuel and maintenance and very long on life.

In fact, a Mercedes-Benz engine is likely to outlast any other you care to name.

To find out more, send in the coupon.

If our engine's economical, then your boat will be profitable.

Marine Engine Department, Mercedes-Benz (United Kingdom) Ltd., Great West Road, Brentford, Middlesex TW8 9AH

Please send me information on the following engines:


(Tick the appropriate box(es))	OM 404 (101/102 HP)
OM 640 (40/42 HP)	OM 602 (230/24 HP)
OM 541 (40/40 HP)	OM 595 (237/245 HP)
OM 612 (40/405 HP)	OM 604 (300/310 HP)

Name _____

Address _____

Tel: _____

PN 66



Mercedes-Benz

DINGLE YARD'S 'SMALL' SEINER

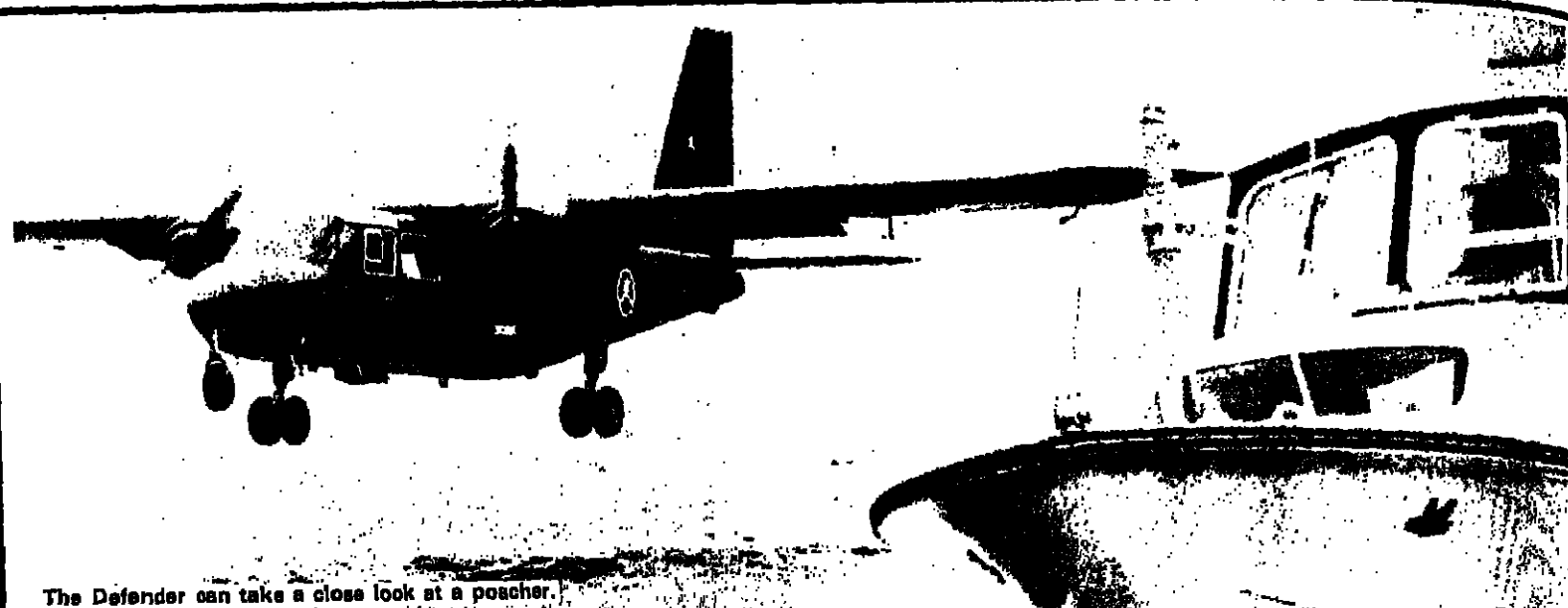
SKIPPER James Murrin of Killybegs, Co. Donegal, is now operating his new 60ft. vessel *Sea Eagle*, which has been handed over at Dingle by the Irish Sea Fisheries Board.

The new vessel is fitted out for trawling and seining and is the first vessel of her size built by the board for both methods.

It has a Jensen hydraulic combined seine-trawl winch with two Lössle rope reels.

Powered by a Caterpillar D343 TA marine diesel, driving Bruntons sterngear and a fixed-pitch propeller, the *Sea Eagle* has a 16ft. beam and speed of 10 knots. She is carved-built in Iroko and native oak with steel masts.

Electrical equipment on board includes Decca Navigator, Elac echo-sounder and Furuno radar. Skipper Murrin began his fishing career in 1967 when he worked as a crewman on the 80ft. *Brill*. He bought his own boat, the 50ft. *Ros Aluinn*, in 1973.



The Defender can take a close look at a poacher.

CHEAPER LIMITS 'DEFENDER'

A SPECIAL version of the Britten Norman Islander aircraft called the Defender, developed for maritime patrol work, could be ideal for policing 200-mile limits.

The advantages of using a plane like the Defender are low capital and operating costs, simple maintenance and reliability.

Nimrods used at present in British waters are unnecessarily complex for

the fishery patrol role. The Defender can do a similar job at a slower speed but a much reduced cost.

Fuel costs of the twin-engine Defender work out at around £30 per hour. Capital cost depends a great deal on the equipment fitted, but it would certainly be less than any patrol boat capable of operating out to the 200-mile limit.

Radar and communications equipment can be fitted to meet patrol requirements. Omega or Decca naviga-

tion equipment can give accurate position-finding, and camera equipment can be used to identify vessels, even at night.

The low speed and height at which the Defender can fly enables special loudspeaker equipment to be used for direct communication. Armaments can be fitted to add force to requests.

The Defender can operate from short airstrips, maximum speed is 180mph and endurance can be extended to 15 hours. The high wing

means good visibility for searching and survival equipment can be carried.

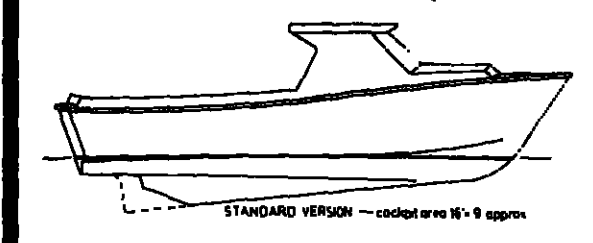
Perhaps the British government should be thinking in terms of simple planes like this to protect our fish. But, such is the complexity of military equipment these days, anything which reverts to a simple approach looks too good to be true.

Will it be left to other Governments to try the Defender for fishery protection duties.

LOCHIN MARINE

ROCK CHANNEL
RYE SUSSEX
Telephone Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

AS SHOWN AT CATCH 73.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

FISH PLANT REPORT DUE

A NEW FISH processing factory planned for Dartmouth, South Devon, could provide up to 50 new jobs as well as boost the mackerel industry, it was revealed on Thursday last week.

Miss Brenda Breakwell, chairman of South Hams District Council who is behind the scheme, along with the former Mayor of Dartmouth Brian Goss, and two other associates, said that a feasibility study being undertaken by the White Fish Authority should be completed very soon.

The results of this would enable the consortium to decide whether or not to go ahead with the scheme.

Planning permission was approved for the change of use of woodworking premises at Jawbones Hill to be used for the processing factory, but health officials stepped in to

New Danish boat brings in sandeels

A SIX-MONTH-OLD Danish steel stern trawler created a good deal of interest at Grimsby last week when she landed a 98-ton shot of sandeels.

Idefix (E 749) was built at the relatively new Esbjerg yard of Carl B. Hoffman as a multi-role vessel capable of industrial or white fishing.

In 1975 the yard built the highly-successful *Christine Nielsen* (GY 298) which Skipper Cliff Ellis is operating so successfully from North Shields. And this was one of the reasons why

the five-man accommodation, messroom, shower, toilet and galley are conveniently located forward, beneath the wheelhouse, where navigation aids and electronic equipment include a Decca Mk.21 Navigator and 350T track platter, Scan-Steering hydraulic steering, JMF-2001 echo sounder, OIKI-NX5 Sengle I radar, Mira Rator electronic auto-alarm system, 'Sailor' R105 and T121 transceiver and 'Sailor' RT 144 vhf.

Net drum

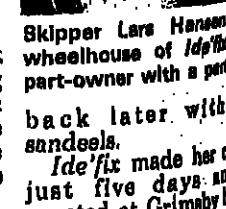
The main Norlau four-drum winch is situated at wheelhouse level, overlooking the main deck, and there is a net drum just forward of the off centre stern ramp. The winch and drum are hydraulically controlled.

Skipper Hansen told *Fishing News* he is very pleased with the way *Idefix* is performing.

He was working sandeels about 60 miles north east of the Humber, on the edge of the Dogger Banks, and this was why he had brought his new command into Grimsby for the first time.

However, he was not so happy about the 240 per ton price presently fixed by the local fish meal factory. He said sandeels were making 85p per ton back home in Denmark.

Nevertheless, because of the closeness of the port to the fish, he would probably be left: *Idefix* has an offset stern ramp and a net drum. The six-month-old craft landed 98 tons of sandeels at the port last week.



Skipper Lars Hansen's wheelhouse of *Idefix* is part-owner with a partner back later with sandeels.

Idefix made her haul just five days and was registered at Grimsby by Sleigh (F.S.) Ltd.

Wet fish label law

THE Department of Prices and Consumer Protection has issued draft orders governing price labelling of wet fish. The orders will require pre-packed, frozen fish to be labelled with the shop's name and address. John Fraser, Minister of State for Prices and Consumer Protection, said: "This is a necessary step in the fight against price gouging and unfair trading practices. It will ensure that consumers are fully informed of the source of their fish and can make more informed choices. The orders will come into effect on 1st April 1977."

Drifter for Yarmouth

YARMOUTH now has an inshore vessel working from the port full-time.

Percy Field of Gorleston has recently bought the 50ft. and 23-ton wooden-hulled vessel *Alida* and hopes to prove that it is still possible for inshore fishermen to earn a full-time living from the port.

She is expected to use drift nets for herring and mackerel, and long lines for white fish, possibly concentrating on skate and dogs.

Alida will be skippered by Richard Lutkin, and both he and Percy Field hope she will find success with drift nets on the traditional East Anglian grounds such as Smith's Knoll, Hammond's Knoll and Harty Knoll.

She will be drifting for herring in the North Sea during the Autumn 'providing that there is no ban in force', said Mr. Field.

Alida was built at Whitby in 1958 for the Seavag Fishing Co., of that port, as the *Stakesby Rose*. In the early 1970s she was renamed *Alida* and, some time later, was sold to Harry Allday of Barmouth.

A few years ago she was sold again, this time to Archibald Menly of Barmouth, Isle of Wight.

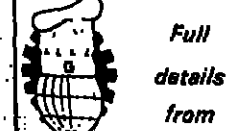
Since Percy Field recently bought her, and renamed her *Alida*, she has had a rent by Newsons of Oulton Broad. Her Whitby registry (WY 120) has now been changed to YH 225.



FISH PROCESSORS!

If you produce breaded or batter-coated portions, cakes etc. you may need a Gulew High Speed (2 mins) BATTER MIXER with the no-aeration mixing action (30 litre size).

If you blend together different fish meats adding potato flake, seasoning etc. you may need a Gulew BLENDER with the gentle mixing action (180-230-450 litre sizes).



Full details from

GUYLEW

GORLESTON-ON-SEA, NORFOLK.
Tel: 0493 82562

TYPE 5A WATERTIGHT FITTING

D.C. voltages
24v, 110v, 220v
A.C. voltages
115v, 240v, 50/60 cycles

Send for catalogue:
Dept. LN, SONDIA LIGHTING LTD.,
46 PORTLAND PLACE, HULL HU2 8QP
Telephone: 0482 22383
Manufacturers of Marine Lighting Fittings

HYDRO-BLITZ

Jetstream power washers

Our 1600 PSI model will clean hulls, decks, rigging and fishrooms. Also removes old paint, rust, salt and oil. Gets your cleaning jobs done better with less effort, less cost. And more efficiently.

Petrol driven 1000 and 800 PSI models available. Prompt deliveries. Export enquiries welcome. Write or phone W. J. Reynolds (Equipment) Ltd
98-106 Leytonstone Road, Stratford, London E15
Tel. 01-534 5788/9



GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of low, medium and high pressure rubber and stainless steel covered hoses with steel and alloy fittings in BSP/CG/MS/10PT for all marine uses including hydraulic oil, fuel and water lines are used throughout the world on marine, industrial and aircraft applications hose fittings and assembled lines are supplied from stock for all trawlers and fishing craft. Offering an exceptionally high degree of protection against corrosion, high pressure and temperature, vibration and abrasion - Aeroquip is a must for the fisherman.

GOODRIDGE (U.K.) LTD.

Collins Road, Totnes, Devon TQ9 6PJ. Tel. (0803) 826007

WEST COUNTRY

Sales — Service — Installation

RADAR — RADIO/TELEPHONES — AUTOPILOTS

Decca — Sailor — Atlas — Sperry — Seafarer — JRC
Weather — Neco — Cetek and all the leading names.

OUR ENGINEERS ARE ONLY A TELEPHONE CALL AWAY FROM YOU!

Night and weekend emergency services
Main Office and Workshop:

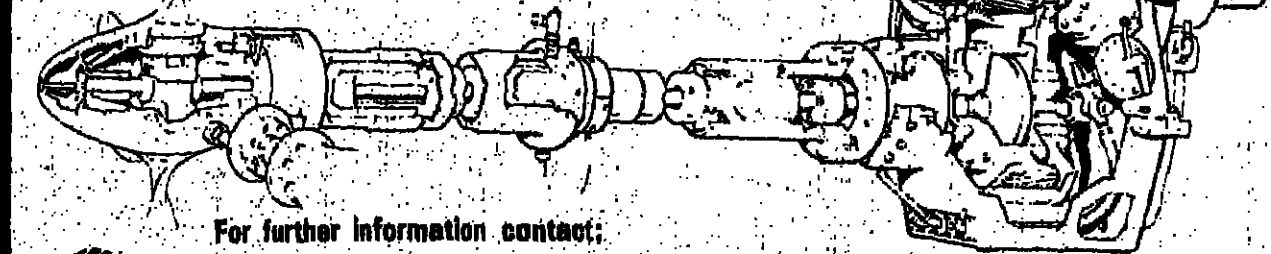
SEABOURNE ELECTRONICS LTD
27 Southside Street, The Barbican, Plymouth.
Telephone 28114 and 28284 Telex 45485

BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking and Margins.
- Complete sets Oak frames bevel sawn to your patterns.
- Oak spruce poles for derricks, etc.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull 0482-25888 (5 lines) Telex: 52528

This is the ULSTEIN "TRAWLER"



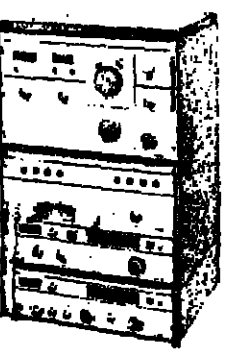
For further information contact:

ULSTEIN (U.K.) LIMITED
60A George Street, EDINBURGH, EH2 2LR
Tel. 031-228 5481 Telex: 727383

UK Agents for Telford and Sparrs Air Compressors

Neco Communications present the DANCOM HF400

The latest design in MF/HF SSB Marine Radio Station with the most advanced synthesized techniques, previously used in military equipment. Complies with all International Regulations, 400w PEP, FSK & CW capability, AC or DC supplies, receiver tunable 10KHz-30MHz.



For more information contact:
NECO Communications Limited
FREEPOST, Enecco House, The Quay,
Poole, Dorset, BH15 1XJ.
Telephone Poole 79894 Telex: 417295
(FREEPOST, NO STAMP REQUIRED)



North Sea Winches Ltd.

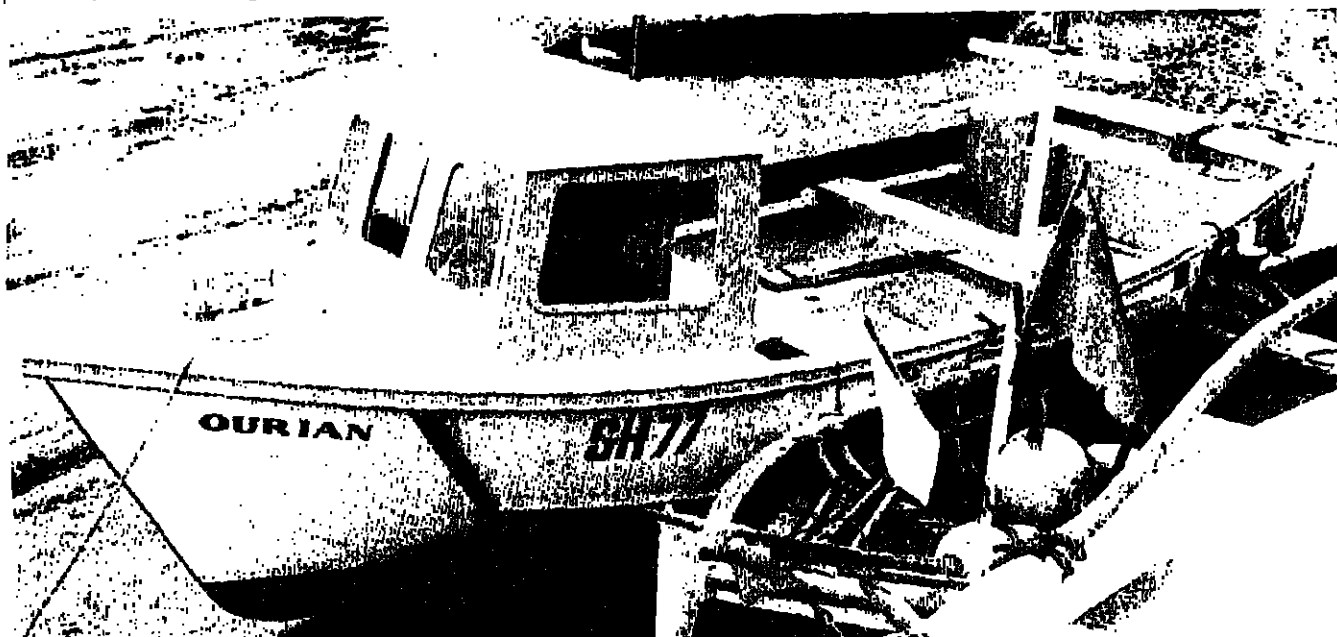
Roscoe Street, Scarborough,
North Yorkshire. Tel. 0723 74875

We now produce winches up to 7 tons with the same strength and quality construction. Ask for your copy of our new catalogue. We illustrate Model 2500 twin winch: 2 ton 350 fathom capacity, designed for boats in the 30 to 50ft. class. Fitted with warp guiding on gear. Additional warp capacity on wider drums available. Also available as combination winches with collar sprocket and variable speed motor.

SMALL BOAT ROUND-UP



Above and below: two views of the new 24-footer *Our Ian* which Scarborough fisherman, Alan Roberts, will work single-handed. She is based on the Saltram 24 GRP hull.



New firm to mould 35ft. GRP hull

A FIRM has been set-up in Scarborough to mould and fit out GRP boats.

Already, a mould for a 35ft. GRP hull has been made and a 24-footer, based on a bought-in hull, has been completed.

The firm, Scarborough Boats Ltd., will be moulding the 35ft. hull which has a beam of 12ft. 6in. It is of round bilge form, with a transom stern and slightly raked bow.

Scarborough boatbuilder, John Shearer, said that there is a need in the north of England for a moulder of GRP hulls as most of the existing firms are in the south of England or north of Scotland.

The hull has mainly been designed for trawling and hosts will have a minimum draft of 4 ft. 6 in. It is a genuine fishing boat hull, John Shearer said, and was not designed as a compromise.

It is based on modern Scottish keel boat hulls and has been designed after a close look at the GRP hulls at present on offer in the UK.

The yard aims to have basic 35-footers available at a price of around £17,000, complete with 108 hp Ford diesel, hydraulic steering, electric, fitted out accommodation and choice of forward or aft wheelhouse.

Wheelhouses and whale-backs will be moulded in

GRP, and it is part of the yard's plans to offer propulsion nozzles to increase towing power.

A model of the 35-footer will be shown on the North Sea Winches stand at the Humber-side fishing exhibition next month. The model is expected to be complete with a mini 'North Sea Winches' trawl winch.

Mr. Shearer, who served his apprenticeship with a Scarborough boatyard, has returned to boatbuilding after spending a number of years in the house building trade.

The yard has just completed a Saltram 24 hull for local fisherman, Alan Roberts. Named *Our Ian*, she is only the third GRP vessel to join the local fleet.

Her skipper-owner, Alan Roberts, is very pleased with the fitting out work on *Our Ian* and told *Fishing News*: "Mr. Shearer has made a good job, not only in quality, but has done everything that I have asked for."

With a length of 24ft. and beam of 8ft. 6in., *Our Ian* has round bilges and a transom stern. Her layout has been designed for single-handed operation. She is arranged for trammel netting and crab and lobster fishing, and the deck space is well utilised.

A small wheelhouse and

the engine are placed forward to give a clear well deck some 14ft. long.

Trammel nets will be carried in a bin placed aft and, when being set, they will pay themselves out over the transom stern as the boat steams ahead.

About 240 fathoms of trammel net will be worked and these will be set in two or three lengths among rocks where they will catch cod. The boat should be able to carry 80 to 90 pots comfortably when fishing for crabs and lobsters.

The GRP hull arrived from the Plymouth firm of Saltram Developments bare, but with wooden floors already fitted in.

At Scarborough an iroko keel and elm drafts were through-bolted with galvanised fastenings, and elm and iroko rubbing strakes were fitted at suitable intervals around the outside of the hull.

Other wooden framing includes an iroko inwale and gunwale, plus a deck of sheathing ply is fitted on top of the floor. The decking in the welldeck is coated with GRP along the sides to give the hull extra strength along the water line.

A removable wooden thwart is fitted in the welldeck and the wheelhouse is of marine ply set into a

Yard's first 25-footer

THE FIRST completed GRP Treeve Marine 'DS 25' type fishing boat has been launched at Hayle, Cornwall. The hull was designed by Denis Swire of Porthleven and features full round bilges, transom stern and raked stem.

Draught is light — only 2ft. 6in. — as this allows the vessel to be operated from shallow, drying harbours. A generous beam of 8ft. 9in. gives a large deck area for a vessel of this size which has primarily been designed for single-handed operation.

Fishermen will have an opportunity of seeing the firm's 25-footer, and its 16-footer, at the Hull fishing show in June. Also, a 19-footer is planned.

The new boat, *Lona M*, is fitted with a forward wheelhouse of iroko and mahogany marine ply. The only electric aid is a Ferragroup G240 Sounder, which is wired to a Dynaplate earth plate to comply with White Fish Authority

boatbuilding specifications. The power unit, a 1400W2MGR2 diesel rated 29.5 hp at 2,200 rpm, is mounted well forward and just aft of the wheelhouse. The engine has standard Lister speed control, manual gearbox and layshaft.

A seawinch combination hauler is driven by a clutch power take-off, which is housed in the stern. The 25-gallon gear tank is fitted in the stern. The boat is going to be used for local fishery work. The boat is going to be used for local fishery work. The boat is going to be used for local fishery work.

He has been fishing since he left school 10 years ago.

Newquay and Aberystwyth lobstermen have agreed to work a maximum of 400 pots per boat as a conservation measure, he said. Fishing in the area has slowly declined and the locals realise that, if they put more gear to sea to

boost their catch, further stock depletion is inevitable.

Once afloat, it was apparent *Lona M* was down by the head, due to the engine being further forward than in the prototype. This is easily rectified by ballast aft.

At approaching £9,000, *Lona M* is competitively

priced, well finished and strongly constructed to WFA specifications.

The yard has a healthy order book and its next craft is a 25ft. potter-angler for Guernsey.

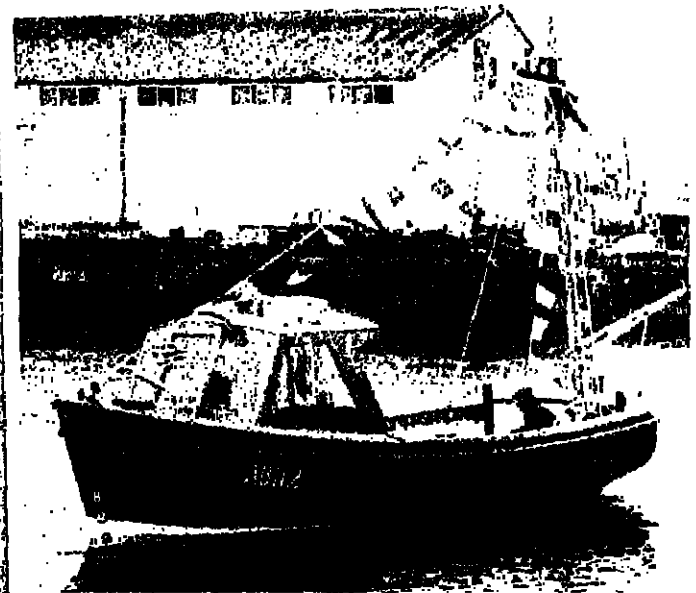
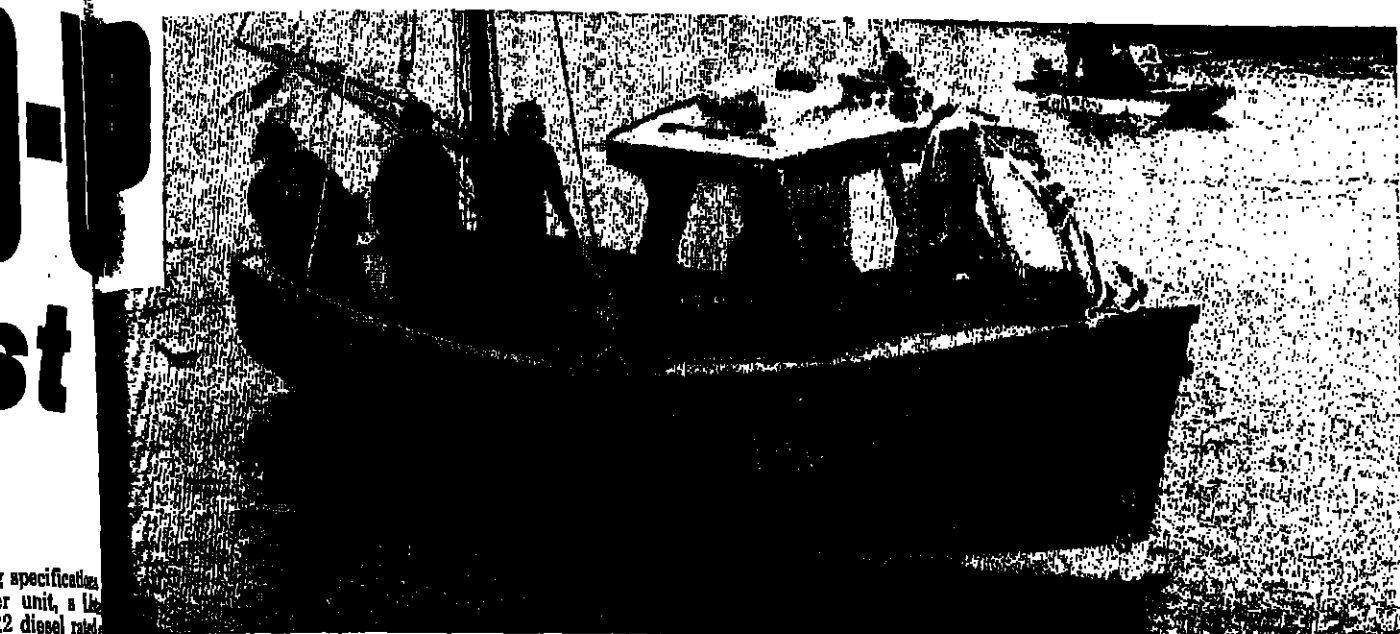
Hull mouldings, complete with frames, are priced around £1,450, but fire-

retardant resin, engine beds and bulkheads increase the cost to £2,034.

The firm's Gary Mitchell-designed 15ft. cove open launch is selling well. Three have been sold to Penberth Cove, Cornwall, and a further two are for bass fishing at Hayle and St. Ives.

Above right: *Lona M* in the water at Hayle, Cornwall, soon after her launch by Miss Cornwall. She was originally designed for the Porthleven Shipyard.

May 4, 1977



VESSELS REVIEW

COBLES UP COMING

DEMAND for cobles among north-east coast inshore fishermen is so strong that in just two years one firm has built five cobles and almost completed a sixth.

Another coble is on order at the firm, Scarborough Marine Engineers Ltd., and it has had a lot of enquiries for further similar vessels.

The coble nearing completion is for Scarborough fisherman, Mr. J. Reveley, and connoisseurs of the craft agree that she has very attractive lines and has been built to a high standard of craftsmanship.

With an overall length of 35ft. and beam, 10ft. 6in., she is of traditional Yorkshire coble design with a transom stern. She will be equipped to work long-lines, trammel nets and crab and lobster pots.

The coble will be powered by a Gardner 6LW diesel engine developing 72 hp at 1,300 rpm which will turn a 22 in. diameter propeller by direct drive. Gear handling equipment will comprise an Autoline pot and line hauler from the Scarborough-based firm of

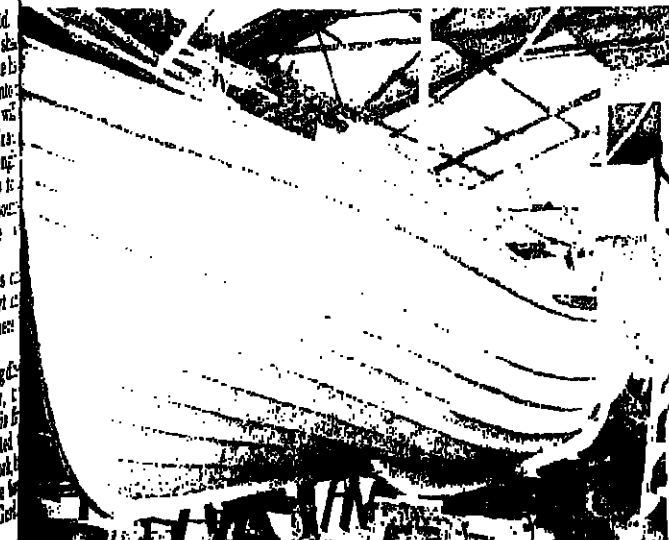
North Sea Winches Ltd. This has a grooved drum allowing pot ropes to be wound in and fed down into the boat automatically. It is powered by a hydraulic pump driven off the engine. Other equipment includes a Furuno echo sounder and a Seavoice radio telephone.

When this vessel is completed, work will start on a 33ft. coble for owner, Hartlepool.

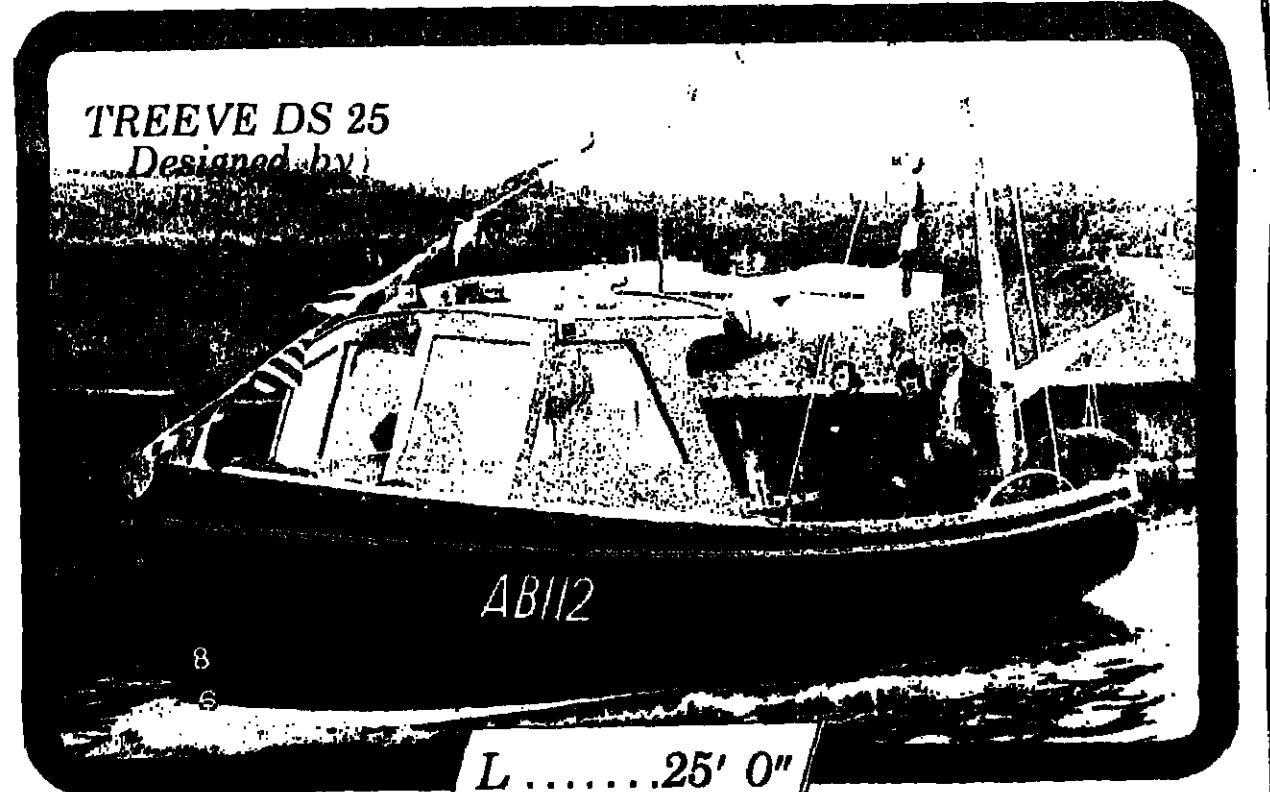
The yard's managing director, Harold Parker, told *Fishing News* that he is originally concentrated on marine engineering work. In 1969 took over the building yard of G. Armstrong Marine.

For the next few years the firm was kept busy repairing and re-engineering boats. Early in 1975 it was decided to build a 27ft. double-ended

Three cobles from Scarborough Marine Engineers Ltd. are shown: a 35-footer (left), Mr. J. Reveley of Scarborough (middle), and the 30ft. *Reveley* (right). The 27ft. *Opportunity* is shown below, powered by an 80 hp engine.



TREEVE DS 25
Designed by



L 25' 0"
B 8' 9"
D 2' 6"

We specialise in modern GRP fabricated hulls, traditionally finished in quality hardwoods. W.F.A. approved.

For further details please contact:

TREEVE MARINE LTD

HAYLE, CORNWALL

TEL. 0736 752214

Trammel haulers at Hull show

TWO NET HAULER are the latest products in the popular range of gear-handling machinery being made by the Scarborough firm of North Sea Winches Ltd.

Suitable for vessels under 40ft., the hauler has been introduced to meet the needs of the growing number of in-shore fishermen working trammel nets.

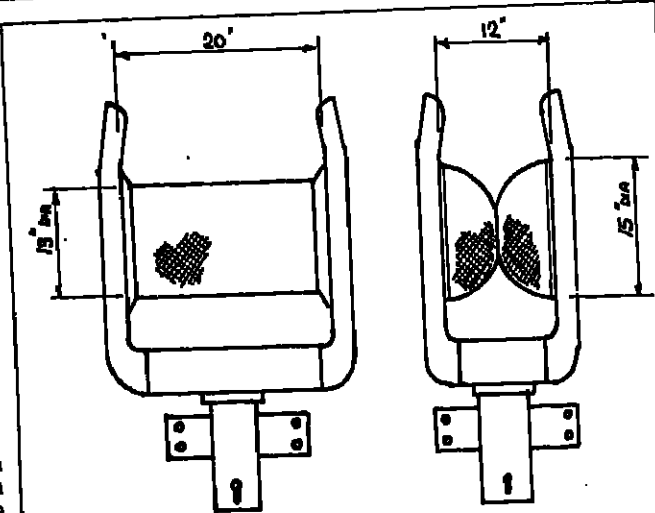
These nets are becoming well-established as a successor to the traditional baited long-lines for catching white fish off the north-east coast of England. Last winter the nets produced some really good catches of cod which earned high prices (*Fishing News*, April 29).

Already, North Sea Winches has orders for seven of its new haulers and the first will be fitted to a Whitby cobbler within the next few weeks.

Fabricated from lightweight galvanneal steel for strength, the hauler has a flat or inverted dish drum covered with A66 quality synthetic rubber neoprene.

There are two sizes: the Model 250, with a 500 lb. pull, and the Model 300 with a 1,000 lb. pull, have hauling speeds of up to 100 ft. per minute.

A swivel base pin allows the head of the hauler to be swung inboard or removed



North Sea Winches' Model 300 trammel hauler.

from its mounting bracket. The hydraulic drive is carried through heavy-duty bearings and is sealed for protection. And forward,

reverse and speed controls can be mounted either on or adjacent to the hauler. Hydraulic power for the net hauler is provided by a

pump unit based on the well-proven design, as used for the North Sea Winches range of winches and pot haulers.

The units are able to accommodate any type of belt drive or direct drive, and is available with a power take-off clutch and for hand rotation.

Complete with pump unit, the Model 250 net hauler costs £650 and the Model 300 sells at £975.

The hauler is designed to be interchangeable with other gear-handling units from North Sea Winches and, for example, can be driven from the same pump which powers the pot hauler.

A number of fishermen who already have North Sea Winches equipment on their vessels have ordered the net hauler. Cost of the Model 250 without the pump unit is reduced to £475 and the 300, £750.

North Sea Winches will be showing the new net hauler, together with the firm's other equipment, at the Catch '77 show at Hull in June.

SIoux MAY BE RAISED

ATTEMPTS are to be made to raise the Grimsby multi-purpose boat *Sioux* which sank off the Humber-side coast in March with the loss of her skipper.

The all-welded steel 74-footer has been sold as a wreck to C Dive Ltd., a subsidiary of Jim Marine Ltd. of North Shields, and the firm began operations to locate *Sioux* at the end of last week.

Initially, C Dive is using echo-sounding equipment on a converted anchor-sinker also called *C Dive*, to locate *Sioux* which sank in water believed to be no deeper than 12 fathoms.

The North Shields company, which specialises in this sort of work, believes there is a very good chance of putting *Sioux* back afloat again — provided she is not badly damaged.

Otherwise, the one-year-old stern trawler would go to scrap. Once the wreck of *Sioux* has been positively identified, divers will go down to assess the damage and the method of saving the vessel.

The company has decided whether it will be to call in a lifting barge or a modern buoyancy technique.

Earlier, Tom Sleight (ES) Ltd., which agents the 1-ton vessel at Grimsby for Delgan Fishing Co., said it considered a salvage operation.

It had, however, decided it was uneconomic to try to raise the vessel.

AMBLE RECORD

A RECORD £4,800 landing was made at Ambly last week by *Providence*, owned by Skipper A. J. Armstrong.

After four days fishing, the 370 boxes of whitefish and haddock. *Providence* works Stuart's net, which was built at the Miller Works of St. Monach.

firm able to undertake any type of boatbuilding project and employs 15 people.

Vessels can be built up to 45 ft. in length and, in addition, the firm can carry out major re-engining work for agent for Gardner and Marine engines.

The 60ft. anchor trawler *Joy*, which fishes through the Grimsby, is at present being fitted with new main and auxiliary engines, plus new tanks.

The main engine is a Gardner 150-hp 8-cylinder diesel engine, which will be replaced by a new 180-hp Gardner engine. Last year, *Joy* was the first of the firm's fleet to be fitted with a new main engine.

Marine engineers are a self-contained unit, with an experienced team of fitters and welders.

Marine engineers are a self-contained unit, with an experienced team of fitters and welders.

WIDE LIMIT WILL SAVE HERRING

WITH AN exclusive 50-mile limit it would take five to ten years to restore UK herring stocks. Once this happens, our fishermen will regulate catching to allow the stocks to build up.

This was stated by Herring Industry Board chairman, Dr. W. J. Lyon Dean, at a press conference held in Fraserburgh on Friday aboard the 148 ft. purse seiner *Sette Mari* which Skipper James Slater and his partners have bought from Sweden.

Saying she is the 'queen of the herring fleet', Dr. Dean asked Skipper Slater why he had bought such a large boat when scientists say North Sea herring stocks are in danger? Also there is a possibility of a two-year North Sea herring ban.

Skipper Slater replied that about 20 per cent of herring caught by British boats is spoiled when it reaches the processor. For this reason he has bought a vessel fitted with refrigerated seawater tanks to cut wastage.

Fishermen do not agree with the scientists and think that there is now more herring in the North Sea than there has been for five or six years, he said.

The scientists never go to sea with the herring boats so how can they know?

Skipper Slater said that British fishermen want a bigger herring quota in the North Sea and that they were the only people sticking to the quota last year.

Alan Bolt, chairman of the Herring Buyers' Association, said processors want a healthy North Sea stock, with the bulk of it in British hands.

Mr. Bolt did not agree that there is as much herring about as fishermen say and, although our fishermen will only take herring for human consumption, there is danger that other states may plunder the immature fish. This should not be allowed.

Dr. Dean was pessimistic about a bigger quota. We may have to accept a North Sea closure for two years, he said, but this would give Britain time to fight for an exclusive 50-mile limit if we fail to get it straight away.

Dr. Dean said that some 50,000 tons of herring should be landed this year by British vessels working the Clyde, the Isle of Man and the Minches.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 7, 1927

FIRST World War mine blows up Belgian sailing trawler 55 miles from Lowestoft. Crew landed by trawler *Blencathra*.

17TH CENTURY wreck of Dutch East India boat found in Lerwick harbour. Ten armed ships of Dunkirk privateers sank her on June 13, 1641.

HALF the world's whale oil supply comes from Norwegian expeditions which produced 597,000 tons last season.

BRITISH trawler *Russians* claim all ex-Soviet trawlers seized in New Tracted from dolphins and with alcohol, haul surpluses cod liver oil.

Mr. Bolt said processors could handle twice as much this year as they are likely to get from British sources.

Skipper Slater said that mackerel and sprats would be the mainstay for his new boat because of present herring fishing restrictions.

Dr. Dean commented that there is a huge demand for mackerel for human consumption overseas, and particularly in Nigeria. Mr. Bolt pointed out that there is a growing demand for mackerel for human consumption in the UK.

When *Fishing News* asked Dr. Dean if more herring fishermen were planning larger vessels, he replied that five or six Scottish vessels are being lengthened to fit RSW tanks and three large pursers are being built privately abroad for Scottish owners.

SEEN tie-up in Macduff harbour after sea trials is the latest addition to the Buckie fleet, the 74ft. Watson-designed *Aeolus* (The God of the Wind) built and fitted out by Macduff Boat Building & Engineering Co.

Her skipper, George Findlay (29) of Portadown, is also part-owner with the mate, Geo. Mair, and engineer, Ian Paterson. She will have a crew of seven and fish out of Peterhead.

Powered by 500hp Kelvin diesel, *Aeolus* is the first British fishing boat fitted with a Simrad MC bottom expansion unit which gives an enlarged picture of the sea bed, or the size and quantity of fish at any depth. This unit is made in Norway and was supplied by Decca.

Loose hydraulics rope reels and power block are fitted, and there is a large deckhouse to give the crew shelter in rough weather.

Skipper Findlay's last boat was the Buckie-registered *Contester*.

worth £240,000 aboard. Crew arrested.

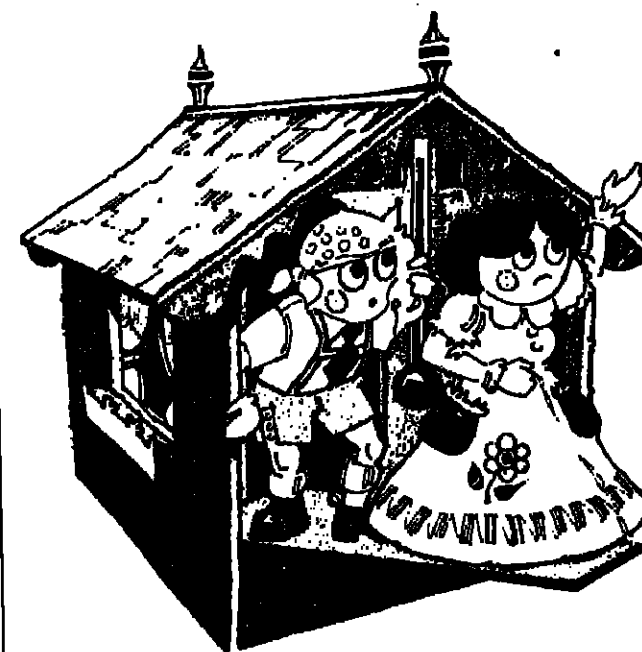
NEW GUINEA natives fear they have slain a 'fish god'. 'Mermald' was identified as a porpoise.

RARE rookfish netted in Caernarvon Bay, Wales. British Museum to receive the fish.

LOWESTOFT fisherman charged with stealing 30 fathoms of rope. He was going to 'back the horses'.

HALF the world's whale oil supply comes from Norwegian expeditions which produced 597,000 tons last season.

BRITISH trawler *Russians* claim all ex-Soviet trawlers seized in New Tracted from dolphins and with alcohol, haul surpluses cod liver oil.



What's happening to Britain's climate?

Long hot summers can play havoc with inefficient refrigeration equipment as many users have found to their cost. The way to safeguard valuable stock and take the heat out of a sticky situation is to call in Prestcold . . . before trouble occurs.

Prestcold service means specialist advice on any cooling, chilling, freezing or air conditioning application; over 500 field engineers linked into a national UK network to install equipment, maintain it and ensure that you get the best from your investment; 50 depots throughout the country carrying more than £5 million worth of warehouse stock and parts; plus the knowledge that Prestcold makes, in Britain, the plant it installs . . . and exports around 50% of all production to 91 tough overseas markets.

If you find facts like these reassuring, let Prestcold do the worrying for you at whatever the time of year. Look in Yellow Pages for your local Prestcold branch, or write to us direct at the address below.



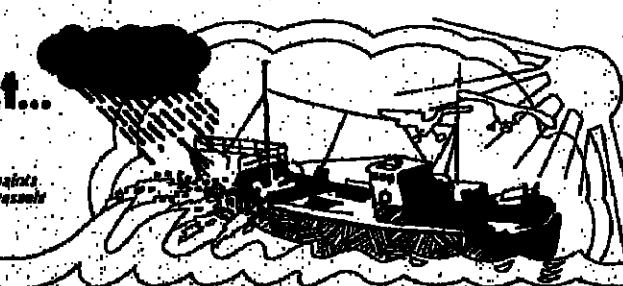
PRESTCOLD LIMITED, THEALE, READING RG7 4AF, ENGLAND. TEL: READING (0734) 302222. TELEX: 848326



MORRIS 2 Ton Trawl Winch

Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1 1/2 in. wire. Larger capacity drums made to order. Suitable for boats 25ft. upwards.

Details from: LESLIE G. MORRIS 40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX. Tel. Day Newhaven 3484. Evenings Peasehaven 4801



'Gut faster' no answer

THE introduction of a Government Order to restrict landings of unguilted haddock expected to be in force on Monday, will be firmly backed by the Aberdeen Fish Producers' Organisation Ltd., despite opposition from inshore fishermen.

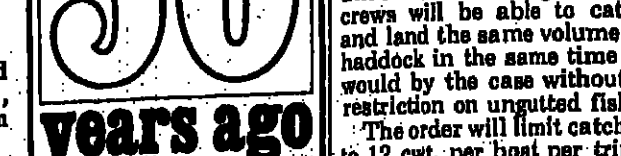
Making its position clear, any one voyage by its the AFPO says it member vessels may not exceed 12 cwt.

"We are already fully conditioned to accepting the kind of control now to be imposed upon us by statute." The acceptance of a voluntary restriction over the past three months has represented a considerable sacrifice on the part of its members, in view of the absence of similar restrictions elsewhere, and it has been particularly galling to find that non-members have consistently ignored the Aberdeen restrictions when landing there.

The AFPO disagrees strongly with the view that the forthcoming statutory restriction will not be effective in slowing down the catch rate of haddock because, as it is claimed, crews will simply gut fish faster.

"Given the imposition of statutory control, we think it unrealistic to argue that crews will be able to catch and land the same volume of haddock in the same time as would be the case without a restriction on unguilted fish."

The order will limit catches to 12 cwt. per boat per trip.



Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 7, 1927

FIRST World War mine blows up Belgian sailing trawler 55 miles from Lowestoft. Crew landed by trawler *Blencathra*.

17TH CENTURY wreck of Dutch East India boat found in Lerwick harbour. Ten armed ships of Dunkirk privateers sank her on June 13, 1641.

HALF the world's whale oil supply comes from Norwegian expeditions which produced 597,000 tons last season.

BRITISH trawler *Russians* claim all ex-Soviet trawlers seized in New Tracted from dolphins and with alcohol, haul surpluses cod liver oil.

FISHERMEN'S MISSION

SERVING and CARING For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place, London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L. Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

95 years constant service to fishermen and their families

SEARWINCH LTD.

Unit 19, St Michael's Trading Estate, Bridport, Dorset DT6 3RF. Telephone: Bridport 58232

CAPSTANS LINEWHEELS NET HAULERS PUMPS COMPLETE KITS

Reliable Power for the Inshore Fisherman



Value

The hydraulic control valve is fitted centrally and provides forward, neutral, with hydraulic lock, reverse, and a built-in pressure relief valve.

Speed range is 12-60 rpm giving a full-drum hauling rate of 200 ft. per minute. Empty drum rate is about 75 ft. per minute.

The winch is supplied complete with a 10-gallon hydraulic reservoir, return line oil filter (spin-on cartridge), fixed delivery pump and clutch unit. This pump is usually pulley driven at a 1:1 ratio, requiring 18-20 hp from the main engine on maximum load. The required flow rate of 20 gallons per minute is achieved at 1,000 rpm.

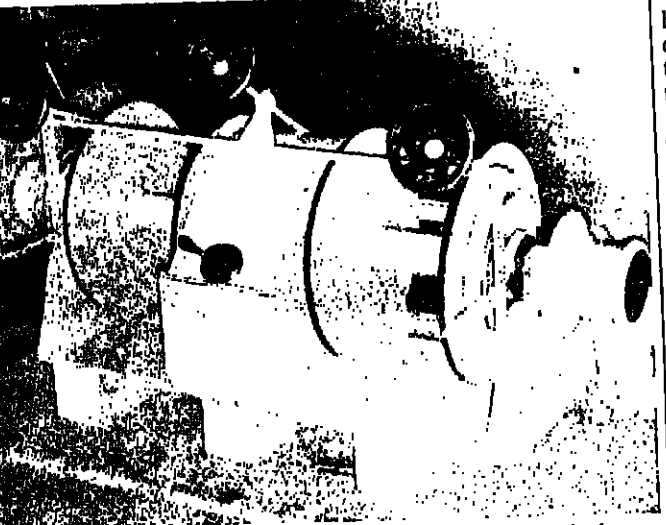
Overall dimensions are: height 34in., width 32in., and length 65in. Bed plate dimensions are 51in. by 20 in. A three-stage paint process

Decca's award

A DIVISION of Decca Radar has earned a Queen's Award for Technological Innovation for the Decca ASMI (Airfield Surface Movement Indication) radar. In use at Heathrow, Paris, Orly and Rome (Fiumicino) airports, it is a highly specialised radar of short range and very great sensitivity.

Her equipment includes PNP Duerr hauler, Morse steering gear, vhf radio telephone and Ferrogaph echo sounder.

Following the completion of Research 'A' the firm then built three more traditional transom-sterned cobbles: *Opportunity*, *Betty A* and



Pre-production Spencer-Carter one-ton hydraulic winch as shown at the London Boat Show in January.

gives maximum protection. The main drive shaft is carried in heavy duty bronze bearings and a very useful feature is that, by removing the three bearing caps, the whole drive assembly can be taken out for servicing.

Prices are £2,200 with fixed delivery pump and £2,650 with the optional variable displacement pump. The firm is at present experimenting with an

aluminium sheaved net hauler. Mike Spencer, the firm's director, explained that the rubber moulding on net haulers is so expensive that they decided to try a prototype all-aluminium net hauler. The hauler is fitted with a 800lb. or 1,000lb. pull motor. A prototype has been fitted to a Newquay, Cornwall, vessel and results so far are said to be very promising.

COBLES

From page eight

ble for Messrs. H. S. Gill and J. Johnson of Filey.

Named *Ship*, this vessel is powered by a 60 hp Perkins engine and is equipped with a PNP Duerr pot hauler, Ferrogaph echo sounder and a vhf radio telephone.

While *Ship* was under construction an order for a 30ft. transom-sterned cobble was placed by Filey fisherman, Mr. E. G. Jenkinson. Fitted with a small wheelhouse, this cobble is named *Research A* and is powered by an 80 hp Delta Polar diesel engine.

Her equipment includes PNP Duerr hauler, Morse steering gear, vhf radio telephone and Ferrogaph echo sounder.

Following the completion of Research 'A' the firm then built three more traditional transom-sterned cobbles: *Opportunity*, *Betty A* and

Liberty 11. With a length of 27ft., *Opportunity* is powered by an 80 hp Tempest engine and has a PNP Duerr hauler, Ferrogaph echo sounder and a vhf radio. She was built to the order of Mr. J. Cooke of Scarborough.

Betty A, at 35ft., is a much bigger vessel and is owned by Messrs. C. J. and M. R. Pashley of Bridlington. Her equipment includes Tempest 80 hp engine, North Sea Winches pot hauler, vhf radio telephone and Ferrogaph echo sounder.

The 32ft. *Liberty 11* is built for Mr. J. Sanderson of Bridlington, is powered by a Later HRW4 diesel engine and is fitted with a North Sea Winches hauler, Ferrogaph sounder and vhf radio.

All these cobbles are of larch on oak construction and have a tunnel formed by a concavity in the bottom planking between the bilge keels in which the propeller is housed. Scarborough Marine Engineers is a self-contained
